



Open House #3 Summary Report

APPENDIX C

Open House #3 Meeting Presentation



Open House #3 Summary Report

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US 6 and Wadsworth Boulevard Environmental Assessment Open House #3

April 29, 2008
Lakewood Cultural Center, Lakewood



Welcome

The mission of the Colorado Department of Transportation (CDOT) is to provide the best multi modal transportation system for Colorado that most effectively moves people, goods, and information.



Agenda

- Update on the US 6 and Wadsworth Environmental Assessment progress
- Level 2 evaluation of design concepts
- Preferred Alternative for the US 6 interchange
- Preferred Alternative for Wadsworth Boulevard



Meeting Format

- Presentation
- Open house information stations
- Reference materials
- Tonight's goals:
 - Provide information about interchange and Wadsworth preferred alternatives
 - Provide preliminary estimates of property, transportation, and environmental impacts
 - Collect input on interchange and Wadsworth preferred alternatives





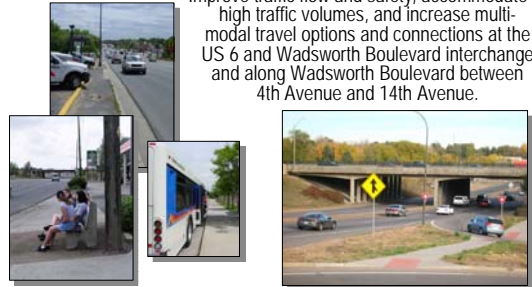
NEPA Process Schedule

- Scoping (Completed)
- Purpose and Need (Completed)
- **Develop and Analyze Alternatives**
 - Level One Screening of Design Concepts (February 2008)
 - Level Two Evaluation (March 2008)
 - Preferred Alternative (April 2008) (public open house #3)
- Identify Impacts (April to August 2008)
- Determine Mitigation (April to August 2008)
- EA Document (August to December 2008)
- Final Decision (December 2008)



Project Purpose

Improve traffic flow and safety, accommodate high traffic volumes, and increase multi-modal travel options and connections at the US 6 and Wadsworth Boulevard interchange and along Wadsworth Boulevard between 4th Avenue and 14th Avenue.



Key Issues Heard During February 2008 Open House

- Access control on Wadsworth
- Accommodation of future transit on Wadsworth
- Continued public outreach
- Entrance and exit ramps at Carr Street
- Neighborhood traffic impacts
- Noise at residences along US 6
- Property acquisition or relocations
- Safe accommodation of pedestrians and bicyclists
- Speed limit on US 6
- Support for improvements at the interchange and on Wadsworth
- Traffic signal timing on Wadsworth



Alternatives Development

- Design concepts identified from past experience and stakeholder input
- Separate concepts for the interchange and Wadsworth Boulevard
- Criteria developed for two levels of evaluation
 - Level 1 fatal flaw screening
 - Level 2 evaluation





Level 2 Evaluation Criteria

- **Safety/Design**
 - Accommodate safer bicycle and pedestrian travel?
 - Improve ramp entrance design?
- **Mobility/Traffic Operations**
 - Improve weaving/merging conditions?
 - Meet current and future traffic needs?
 - Maintain or improve travel time on Wadsworth?
 - Improve spacing from frontage roads?
- **Local Impacts**
 - Effects on access to residences and businesses?
- **Environmental Impacts**
 - Number of properties affected?
 - Significant impacts that cannot be mitigated?
- **Cost Feasibility**
 - Constructed within 125 percent of projected funding?
- **Implementation**
 - Ease of construction staging?
 - Able to accommodate future expansion?



Level 2 Conceptual Design

- **Refinement of design concepts**
 - Preliminary dimensions for elements
 - Preliminary construction limits
 - Preliminary right-of-way impacts
- **Initial results provide basis for selecting a preferred alternative**
 - Comparing alternatives
 - Rating and prioritizing criteria
- **Additional mitigation will be incorporated to refine the preferred alternative**



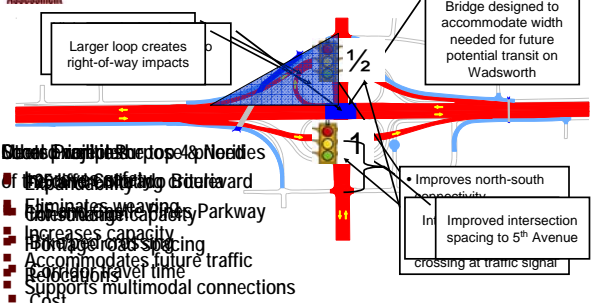
Interchange Preferred Alternative

- Tight Diamond
- ➔ ▪ **Tight Diamond with Loop**
- Single Point Urban Interchange
- Partial Cloverleaf

Recommended for Evaluation in EA



Tight Diamond with Loop – Preferred Alternative





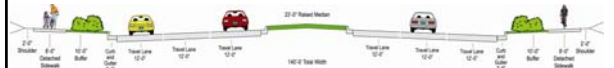
Tight Diamond with Loop Mitigation Opportunities

- Retaining walls
- Frontage road concepts
- Drainage and water quality features
- Noise mitigation
- Bicycle and pedestrian crossings
- Geometric design changes



Wadsworth Boulevard Preferred Alternative

- Six travel lanes
- Raised median
- Sidewalks



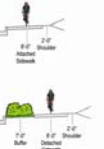
Wadsworth Boulevard Mitigation Opportunities

- Vary width of side-of-road landscape buffer
- Narrower lane widths
- Narrower median
- Shift alignment

Side-of-Road Options

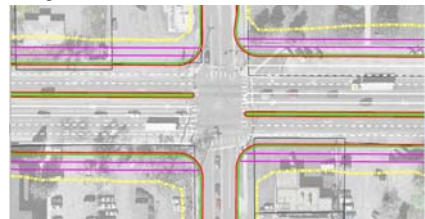


Side-of-Road Options



Design Features and Impacts

- Preliminary impact estimates do not include mitigation





Next Steps

- Combined US 6 interchange and Wadsworth Boulevard preferred alternative design
- Mitigation
 - Noise mitigation
 - Water quality treatment features (e.g., ponds)
 - Avoid or minimize property impacts
- Meet with affected property owners



Questions and Comments

- Talk with staff about design features and impacts
- Comment sheets available by the alternatives station
- Comments for this phase of the study would be most helpful in the next two weeks

Visit www.US6Wadsworth.com



